

## RAILWAY CESSION IS DISPOSED OF.

Article Seven is Practically Acceptable to Both Sides, While Eight is Agreed to

PEACE PROSPECTS BRIGHT.

Main Points, However, Remain to Be Contested by the Plenipotentiaries At Portsmouth

Peace articles agreed upon: Recognition of Japan's preponderant influence in Korea. Mutual obligation to evacuate Manchuria.

Japanese obligation to restore the sovereignty and administration of China in Manchuria.

Mutual obligations to respect the integrity of China and the principle of the "open door."

Surrender of Russian leases to the Japanese peninsula, including Port Arthur, Dairen and the Blom and Elliot Islands.

Cession to China of the Chinese Eastern railroad.

Retention by Russia of the portion of the line through northern Manchuria, connecting the Trans-Siberian road with Vladivostok.

Issues to be met: Indemnity. Cession of Sakhalin. Limitation of Russia's sea power in the far east.

Surrender of interned warships. Grant to Japan of fishing rights on the coast north of Vladivostok.

Portsmouth, N. H., Aug. 16.—The prospects of peace are distinctly brighter tonight. The plenipotentiaries are laboring with a seriousness and earnestness which leaves not the slightest doubt that both are anxious to conclude a treaty. Though the main points remain to be contested and the plenipotentiaries speak as though the conference would go to pieces unless the other side gave way, the spirit of compromise is in the air. When he returned to the hotel tonight, M. Witte, who was tired out with his hard day's work, said:

HAS YIELDED EVERY ONE. "I am doing all I can do for peace. Of the eight articles, I have already considered I have yielded seven. No other statesman in Russia would have dared to do so much, and I have done what I have done on my own responsibility."

From an authoritative source it is now possible to forecast with a fair degree of accuracy that the crisis will come on next Sunday.

Articles seven and eight, dealing with the fate of the Chinese Eastern railroad, having been disposed of today there remains in addition to the cession of Sakhalin, which was passed over, the question of indemnity, which comes up tomorrow, as article nine, the limitation of Russia's sea power in the far east, the surrender of the interned warships and the grant to Japan of fishing rights on the coast north of Vladivostok.

To all except the latter, to which Russian will agree, a negative answer has been returned, absolutely in the case of indemnity and Sakhalin. Perhaps both the others may be modified and accepted by M. Witte in order to strengthen his position in insisting upon a concession from Japan regarding its demands of an indemnity and Sakhalin.

Before yielding on either of the latter, it can be regarded as practically certain that M. Witte would consult the emperor.

LAST CARDS MONDAY. The change of views on the five remaining articles is expected to be completed on Friday or Saturday morning at the latest. The plenipotentiaries will then adjourn until Monday and the interim will probably be used by the plenipotentiaries to consider their respective governments. When they meet on Monday their last cards will be thrown upon the table. If there is to be bargaining, it will come then, and suddenly the conference will be over and peace will be assured. The plenipotentiaries will come together with protocols drawn up to sign and put all remain for the elaboration of the "treaty of Washington."

Articles 1 and 2 were disposed of today, the former "in principle," the latter "unanimously," according to the official bulletins.

Article 3 provides for the cession to China of the branch of the Chinese Eastern railroad running south from Harbin to Port Arthur and Dairen, and with a branch line connecting at New Peking with the Shinkwan-Tientsin road.

Article 4 provides for retention by Russia of the line through northern Manchuria, which forms the connecting link of the main line of the Trans-Siberian and the Ussuri railroad, with its terminal at Vladivostok and Harbin.

NO DISPUTE EXISTS. From both sides the Associated Press is informed that the "dispute" in "principle" of article 7 only means that certain phrases remain to be elaborated, not that a dispute still exists. But this may be possibly only a convenient method of postponing until the final struggle the acceptance of an article which would be used in the ultimate compromise.

Russia, by the acceptance of these two articles, in connection with articles 2, 3 and 4, surrenders every vestige of her ambition in Manchuria. She closes the door to the warm water, ice-

An Ideal summer breakfast.

CALIFORNIA WHEATINE

Porridge with cream and toast. Economical, healthful and sustaining for all work—mental or manual.

In two pound packages. Sealed to protect its purity and flavor. All good grocers.

Pacific Cereal Association  
San Francisco, California

## TORTURED BY ECZEMA Body Mass of Sores. Could not Sleep Spent Hundreds of Dollars on Doctors, but Grew Worse.

CURED BY CUTICURA FOR \$8

"Cuticura saved the life of my mother, Mrs. Wm. P. Davis, of Stony Creek, Conn. Hers was the worst eczema I ever saw. She was hardly able to eat or sleep. Her head and body was a mass of sores, and she despaired of recovery. Finally, after spending hundreds of dollars on doctors, growing worse all the time, living in misery for years, with hair whitened from suffering and body terribly disfigured, she was completely cured by two cakes of Cuticura Soap, five boxes of Cuticura, and three bottles of Cuticura Resolvent. Geo. C. Davis, 161 W. 3d St. N. Y."

free part of Dublin, upon which she lavished her millions, and retains only the Pacific railroad, the link of the railroad connecting her European possessions with the main Pacific line. The right to police it with Russian troops or railroad guards is given up and its protection will become the duty of China.

Japan will make a stiff fight for the possession of the interned Russian warships. Mr. Denison, the American legal adviser of the Japanese mission, spent most of the day in his office looking up the precedents on the subject. Japan is exceedingly anxious to obtain these ships and in her arguments will quote several international precedents in support of her demand.

WITTE'S OTHER MISSION. To Correct Mistaken Ideas Regarding Russia's Jewish Policy.

St. Petersburg, Aug. 16.—It is explained to the Associated Press this afternoon that M. Witte's mission, in addition to undertaking peace negotiations, was for the purpose of correcting certain mistaken impressions in America regarding the attitude of the Russian government on the Jewish question. He is to explain, too, the government's proposals for reforms, a committee of ministers, after careful consideration, having formulated a project for reform which it has been decided to submit to the proposed national assembly for final action.

M. Witte, as president of the council of ministers, is familiar with the Russian government's intentions regarding the Jews and has also a close personal knowledge of the Jewish question in all its details.

Prominent Jews here, however, are pessimistic regarding the outcome of the promised reforms and have little hope for favorable Jewish legislation from the Duma.

Reports received from Portsmouth that negotiations may be broken off at the end of the week, and possibly sooner, have found a distinct echo in official quarters here, where pessimism is distinctly noticeable.

The announcement that the emperor's manifesto summoning the Duma will be issued Saturday has added to this pessimism, because it had been declared that its date of issuance would be dependent either on the conclusion of peace or the breaking off of the negotiations.

May Leave Monday. Paris, Aug. 17.—The Matin states that M. Witte has informed their Portsmouth correspondent that he expects to leave on Aug. 21, that he never thought there would be a happy issue to the conference, and that he did not understand why the Japanese would continue the discussion after the delivery of the Russian note last Saturday rejecting the two most important clauses of the conference, namely, reimbursement for the cost of the war and the cession of Sakhalin, clauses which the Japanese themselves declared to be irreducible.

CAUGHT ON CROSSING. Express Train Kills Three and Injures Ten at Cincinnati.

Cincinnati, Aug. 16.—Through the mistake or negligence of some one, a fast running express train from New York to Cincinnati on the Baltimore and Ohio Southwestern crashed into a Winston Place trolley car on the grade crossing at Mitchell avenue, Winston Place, a suburb of this city, tonight, and three people were killed and 10 were injured.

DEAD. Robert J. Smith, William Tullinger, An unidentified man.

SERIOUSLY INJURED. A. H. Newton, mail clerk, S. P. Spaulding, engineer, Chillicothe, O., heard and arms cooked by steam; Wilbur Maish, William Gallivan.

According to eye-witnesses of the wreck, it was due to an error of John Driscoll, gate tender at the crossing, he having signalled the street car to cross.

The engine and mail car were also thrown from the track.

BOYCOTT AND WHEAT. James J. Hill Apparently Fears The Outcome in Orient.

Minneapolis, Aug. 16.—President J. J. Hill of the Great Northern railroad, who returned Sunday night from New York, today gave out a short interview upon the crop conditions and the trade outlook for the coming year. He said:

"If the Chinese boycott prevents the export of our flour to the orient, that will force about 20,000,000 bushels of wheat into other foreign countries, mainly into Europe."

Mr. Hill has been going over the crop situation very carefully since his return from the east and has, in fact, kept well informed ever since the crop began to mature. He believes that the Northwest crop will be fully up to the average, if not above. The fact that the Chinese boycott enters into his interview of the situation is evidence that the Chinese situation is causing grave concern among the handlers of the northwest's wheat crop.

SURVEY BOAT SINKS. Hancock Goes Down on Lake St. Clair After Collision.

Detroit, Aug. 16.—The United States large survey boat Hancock was sunk in Lake St. Clair today, about two miles north of the Grosse Pointe Lightship. No lives were lost. E. S. Wheeler, assistant chief United States district engineer, was on board the Hancock making soundings for the proposed 250-foot channel.

The Hancock was crossing the channel when the package freighter Birmingham of Buffalo, bound up, struck her bow and damaged the Hancock so seriously that she sank in two minutes. The officers and crew escaped in life boats.

The Hancock is 100 feet long and is 12 years old. She will probably be raised. Capt. Charles I. Wilson of Detroit, who was in command of the Hancock, said that he had exchanged port signals with the Birmingham.

## SUPERVISION OF INSURANCE.

President Roosevelt Considers Feasibility of Federal Control Of Interstate Business.

HE CONFERS WITH OFFICIALS

In the Light of Recent Events He Will Probably Discuss It in Message To Congress.

Oyster Bay, L. I., Aug. 16.—Federal supervision of insurance was this afternoon the subject of a conference at Sagamore Hill, so important that one of the participants, James M. Beck, formerly an assistant attorney-general of the United States and now special counsel for the Mutual Life Insurance company of New York, missing the regular train from Long Island City to Oyster Bay, chartered a special train in order to meet his engagement with the president.

The parties to the conference were the president, Senator Dryden of New Jersey, president of the Prudential Insurance company, and Mr. Beck.

Senator Dryden arrived at 12:20 this afternoon. Mr. Beck reached here 15 minutes later and in time to join the president's luncheon party, which consisted of ambassador Hoge, Mr. Beck, Senator Dryden, Charles H. Kepp, Assistant Secretary of the Treasury, and Robert Bridges of New York, an author and magazine writer, who is a personal friend of the president. The conference followed the luncheon.

DEEPLY INTERESTED. The president for a considerable time but especially since the disclosures made during the last few months regarding the operations of the Equitable Life Assurance society, has manifested a deep interest in the problem of national control of the insurance business. In his message to Congress last December he said:

"The business of insurance vitally affects the great mass of the people of the United States, and is national in its application. It involves a multitude of transactions among the people of the different states and between American companies and foreign governments. I urge that the Congress carefully consider whether the power of the bureau of corporations cannot constitutionally be extended to regulate interstate transactions in insurance."

Several months ago, at the president's request, the subject of national supervisory control of insurance was investigated by Commissioner Garfield of the bureau of corporations, when the conclusion was reached that, under existing federal law, the insurance business could not be supervised by the bureau of corporations, because, in the light of the Constitution and in view of certain decisions of the federal courts, it was not regarded as interstate commerce.

DRYDEN'S BILL. At the last session of Congress Senator Dryden, who is recognized as an authority on life insurance, introduced a bill in the senate providing, in brief, for supervisory control of interstate insurance business by the bureau of corporations. It was along the lines of this measure that today's conference proceeded.

The president is known to be in favor of federal control of the insurance business if it can be brought about constitutionally. Whether it can be the point yet to be determined. That the supreme court of the United States eventually will be called upon to pass on the question there is little doubt.

At the conclusion of the conference Senator Dryden talked frankly. "We discussed the whole subject of federal supervision of the insurance business," he said, "and our talk was very satisfactory. Personally, I am heartily in favor of such supervision by the national government, because it would insure to companies doing business in several of many states a well-defined and well-considered set of regulations and a definite policy."

TO CALL OUT SUGGESTIONS. "I introduced in the senate at the last session a measure providing for supervisory control of interstate insurance by the bureau of corporations. I did so because I wanted to call out suggestions and to sound public opinion on the subject. I had the bill referred to the judiciary committee in order that it might be passed upon in its entirety by the most expert body in the senate. I expect to reintroduce the measure early in the next Congress, perhaps in a slightly different form. The principle of the new measure, however, will be the same as that of the first bill."

"My opinion is that a very large majority of insurance companies will favor national supervision. Under existing arrangements we are obliged to conform to different laws and regulations in practically every state. The laws and regulations are being changed continually and different insurance departments place different interpretations on the same thing. While insurance companies want a uniform, harmonious and continuing policy, and that we believe, is to be had only through national supervision."

"Are there not legal or constitutional obstacles to national control of insurance?" was asked.

"Ah, yes," replied Senator Dryden. "There are lawyers who maintain that it is absolutely unconstitutional and they point to decisions of our courts in support of their contention. The case generally cited is that of Paul vs. Virginia, decided by the United States supreme court in 1845. I think the decision being handed down by Justice Field. In that decision it was held that the question of interstate commerce should be brought squarely before the supreme court, its decision would be in support of it. The decision in the lottery cases seem to nullify that of Justice Field in the case noted."

While no announcement was made of the conclusions of the conference, if any were reached, there is ample authority for the statement that President Roosevelt will discuss the question of insurance in his forthcoming message to Congress, in the light of

developments in the last six months. That he will recommend the enactment of legislation providing for federal supervision of interstate insurance there is no room for doubt.

LOOMIS WILL RESIGN. Because He Expects to Get a Diplomatic Position.

Springfield, O., Aug. 16.—Francis B. Loomis, assistant secretary of state, was today shown the report from Lenox, Mass., that Col. W. C. Sanger was to be made assistant secretary of state when Mr. Root assumes the portfolio. Mr. Loomis made a statement, in which he, for the first time, indicates his intention to resign. He also said that upon leaving his present position he expects to be given a diplomatic position, and that at present he has no idea of his successor, nor to what country he will be assigned.

Cures Sciatica. Rev. W. L. Riley, L.L.D., Cuba, New York, writes: "After fifteen days of excruciating pain from sciatic rheumatism, under various treatments, I was induced to try Ballard's Snow Liniment; the first application giving my first relief, and the second entire relief. I can give it unqualified recommendation." 25c, 50c, \$1.00. Sold by Z. C. M. I. Drug Dept.

## Married or Going To Be?

When it happens remember the essential to happiness is good bread, which means the same thing as

SMITH'S FLOUR.

DON'T BELIEVE. The man who tells you that we cannot issue a RELIABLE RATING BOOK. It will contain more names and be more accurate than any heretofore published in Utah.

AMERICAN MERCANTILE & REPORTING AGENCY. Top floor Atlas Bldg. W. BENJ. PUTNAM, Mgr.

Soap Sale. COME in and look over our bargains in soap. We are selling many special kinds at greatly reduced prices. We can suit the most fastidious taste with the choicest soap that will soothe, heal and cleanse the most delicate or irritable skin. Both 'phones 457. Remember the number.

44 MAIN ST. Anstee Brice Drug Co.

Clayton Music Co. Utah's Leading Music House, 109-11-13 Main Street.

BELLE PHOTO SUPPLY CO. Developing, Finishing, 21 E. Third St.

"DRUNKENNESS" Cigarette and Tobacco Habits Cured by

TRIB

Many people allow "false modesty" to stand in the way of taking TRIB, the world's greatest liquor and tobacco cure. They are afraid of what someone else will say. Absolute fearlessness will eventually win the admiration of the people of any community. "False modesty" is a thing of the past. If you are in need of a cure that has the confidence of all who know it give a little time in looking into this Cure. TRIB will cure you with no bad "after effects" and will leave your system in the same condition as that of a new born babe.

We give you an absolute guarantee with every treatment to cure or no pay. Price, \$12.50.

Schramm's Where the Cars Stop, Sole Agents

Burlington Route

TO THE BIG HORN

That's the place to go—The Big Horn Basin of Wyoming—contains thousands of acres of land just open for settlement. Irrigation is successfully carried on, and splendid crops assured.

SPECIAL EXCURSION

To the Big Horn September 5th. \$30.00 for the round trip. Return limit thirty days.

A copy of the Big Horn Basin folder free on request. For further particulars ask ticket agent, or call on write to

R. F. NESLEN, General Agent, 79 West Second South Street, Salt Lake City

SECOND EDITION REVISED BY THE AUTHOR.

The Articles Of Faith

By DR. JAMES E. TALMAGE.

Designed as a text book for use in Church Schools, Sunday Schools, Improvement Associations, Quorums of Priesthood, etc.

Written by appointment from the FIRST PRESIDENCY.

Cloth, \$1.00  
Leather, \$1.50  
Extra Leather, \$2.00  
Extra Morocco Gift, \$2.50  
Limp Leather Gift, \$3.25

We don't mind the money—the money back money—there isn't much of it.

Your price returns your money if you don't like Schilling's Book.

## SALT LAKE & LOS ANGELES RY.

Trains to Salt Lake Beach. Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

## SALT LAKE & LOS ANGELES RY.

Trains to Salt Lake Beach. Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

Time Table in Effect May 21st.

## SAN PEDRO, LOS ANGELES & SALT LAKE R. R. CO.

TIME TABLE. Effective May 1st, 1905.

DEPART DAILY.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From Ogden Short Line Depot, Utah.

From